

# Addendum and Errata Sheet

## Town Center Master Plan

Approved by the City of Rockville Planning Commission  
August 1, 2001

### Transition Areas

Land Use Recommendations (p. 46, new paragraph)

Transition areas between the urban core of Town Center and adjacent residential areas are necessary to protect the quality of life and character of some of Rockville's oldest neighborhoods. The Town Center Master Plan reinforces the existing transition areas west of North Washington Street that provide a decrease in scale, density and height of buildings from the core of Town Center to the single family homes in adjacent residential neighborhoods. Additional transitional areas may be appropriate where none currently exist, including along South Washington Street south of Vinson Street, and on the east side of the Metro/CSX tracks in the North and South Stonestreet Avenue corridor. Appropriate design standards should be applied that are tailored to these specific areas. Innovative concepts such as floating zones may be employed to delineate transitional areas.

### Historic Resources

Proposed Text: Addition of an Appendix to the Master Plan as *previously* described, to be developed in consultation with the City's Preservation Planner and Peerless Rockville.

### Open Space and Farmers' Market

Addition to the list of elements of the Desired Framework diagram (p. 43)

Public open space in the form of a Town Square along Maryland Avenue extended, between Middle Lane and Beall Avenue

Addition to "Organizing Design Elements" (p. 57-58)

Central urban park:

- Provide public gathering space along Maryland Avenue between Middle Lane and Beall Avenue
- Opportunity for public art, landscaping, benches and other pedestrian amenities
- Potential location for Farmers' Market
- Approximately one-half acre in size

Addition to "Open Space" (p. 59-60)

Public plaza on Maryland Avenue extended

## Urban Design Overlay District Guidelines

Create streetscapes and public spaces that feel comfortable to pedestrians by encouraging inclusion of green space and/or green areas.

## Applicability of Design Guidelines

Addition to “Design Guidelines Recommendations” (p. 93, after third paragraph)

The Design Guidelines are intended to provide guidance for developers and designers as to how future construction in the Town Center should be designed. The Guidelines are not intended to be requirements but principles that should be followed. Exceptions to the Guidelines will be considered if the design as proposed meets the intent of the guidelines and purpose of the Town Center Master Plan. The Guidelines shall apply to both public and private development within the Urban Design Overlay District.

## Proposed Zoning Changes

Changes to the list of zoning changes (p. 92-93):

4. A change in zoning of properties on the west side of North Washington Street between Wood Lane to north of Frederick Avenue from TCO-1 (FAR of 1.0) and C-2 to the new TC-1 (FAR of 1.0) ~~TC-2 (FAR of 2.0) which would increase the allowable density of the properties and would allow for greater flexibility of uses.~~
7. A change in zoning of property at the southwest corner of Fleet Street and Monroe Street from R-90 to R-30, or to a new zone that would allow for an appropriate scale of single-family attached or multifamily development.

*Note: Changes to the recommended zoning map would implement these changes and also include the mapping of all properties north of Beall Avenue between North Washington Street and Hungerford Drive to the TC-3 Zone. Also included is a correction to the map shown in the Plan for property at 208 Monroe Street, which should be in the O-2 Zone and not the R-60 Zone as shown.*

## Design Standards for Parking Structures

Parking Design Guidelines (p. 98)

Parking in the Town Center shall be adequate, convenient, and attractively designed. It shall be constructed interior to the Town Center and not constructed adjacent to existing residential neighborhoods. The view of parking structures from streets in Town Center should be minimized, with the preferred locations being behind residential units, offices and stores along the street frontage or

underground. An effective signage and wayfinding program shall be instituted in Town Center to guide visitors to parking facilities and mass transit connections.

### **Applicability of Design Guidelines to South Washington Street**

Design Guidelines (p. 95-96)

SL-2: All buildings must be built at edge of public right-of-way except those that front MD 355 and South Washington Street south of Vinson Street.

BSM-1: Buildings throughout the overlay district should be at least two stories in height. Along Maryland Avenue north of Jefferson Street, buildings should be at least three floors in height.

### **Pedestrian Connections to East Rockville**

Transit/Metro station policies (p. 49-50)

Pedestrian accessibility between East Rockville neighborhoods and Town Center should be enhanced by provision of clear and convenient pedestrian connections provided through the Metro station site to the pedestrian promenade and to at-grade pedestrian crossings of MD 355

### **Removal of Traffic Circle**

Proposed Transportation, Circulation & Infrastructure Improvements (p. 54)

- ~~— Urban design treatment, such as a traffic circle at the Beall Avenue/Maryland Avenue intersection. Design elements that could be incorporated into this space include:~~
- ~~— Passive open space~~
- ~~— Significant landscaping~~
- ~~— Decorative lighting~~
- ~~— Distinct and identifying architecture feature (i.e., potential sculpture, public art or significant water feature)~~

### **East Side Connectors**

Desired Framework Diagram (p. 43)

New connections across the railroad tracks, the location and character of which will be evaluated as part of a neighborhood plan for the residential neighborhoods east of the railroad tracks generally located at Church Street Baltimore Road and in the vicinity of Beall Avenue Crabb Avenue

*Note: the Desired Framework diagram would be amended to change the label of “Critical Connections” to “Connections”, and to remove the Beall Avenue and Church Street extensions as “Critical connections”.*

#### Transportation and Circulation Infrastructure Policies (p. 53)

Additional connections between the Town Center and East Rockville should be introduced and analyzed ~~(proposed are connections of Beall Avenue with Crabb Avenue and Church Street with Baltimore Road)~~. These connections should not, however, be designed to funnel significant general additional traffic into residential neighborhoods.

#### Proposed Transportation, Circulation and Infrastructure Improvements (p. 56)

New east/west road extensions under the rail lines from MD 355 to North Stonestreet Avenue and/or to South Stonestreet Avenue ~~at Church Street~~, the locations of which would be determined through a neighborhood planning effort and transportation analysis

New railroad bridges at east/west neighborhood connections ~~(north of Beall Avenue, Park Road and Church Street)~~ to include significant design detailing.

#### Catalyst Projects: Eastside Connectors, How and When (p. 72)

The eastside connectors will require buy-in from neighborhood residents and considerable investment by the public sector. Additional study analysis is required to determine feasibility and desirability, which may result in the connectors not being constructed due to high cost, physical constraints or neighborhood concerns.  
The key steps necessary to accomplish....

#### Inventory of Recommended Actions (p. 86) and Roles, Responsibilities and Partnerships (p. 87)

- ~~9. Construct eastside connector north of Beall Avenue~~
- ~~10. Construct east side connector at Church Street Baltimore Road~~

#### Vinson Street Garage

##### Parking (p. 60)

~~Between new District Courts and City Hall on vacated Vinson Street (approx. 700 garage spaces)~~

## **Parking at the Metro Station**

Transit/Metro Station Policies (p. 50)

An adequate number of parking spaces to serve the Metro station should be provided in connection with redevelopment. The number of spaces to be provided will be determined at the time of redevelopment of the station site.

## **Cultural Amenities**

Organizing Design Elements Policies (p. 57)

The Town Center should be a preferred location for cultural institutions and amenities that serve the citizens of Rockville as well as provide tourism opportunities. These facilities should be located on prominent sites in Town Center.

## **Undergrounding Utilities**

Organizing Design Elements Policies (p. 57)

Above-ground utilities, particularly overhead electric lines, should be placed underground whenever feasible. Further study should be undertaken to determine the feasibility of undergrounding utilities in Town Center.

## **Historic Property Rehabilitation Tax Credit Program**

Potential Local, State and Federal Funding Sources (p. 83)

**Maryland Historic Property Rehabilitation Tax Credit Program** – allows for a credit of Maryland State income taxes equal to 25 percent of certified rehabilitation expenditures for eligible structures

## **Corrections to Existing Conditions Chapter**

Proposed text: (Historic Context, p. 21-23) corrections to factual information on Rockville history as provided by Eileen McGuckian.

Note: Underlined Text is to be added to the Plan  
~~Strikethrough text is to be deleted from the Plan~~